796

Swan Hunter & Wigham Richardson

PROFILE & DECK PLANS

LLOYD'S REGISTER OF SHIPPING
RECEIVED
5 NOV 1907
LONDON

LLOYD'S REGISTER OF SHIPPING
RECEIVED
22 NOV 1907
LONDON

S.S. "Fangturm"

Newcastle Report

No. 55625

LLOYD'S REGISTER OF SHIPPING
RECEIVED
11 NOV 1907
LONDON

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Foundation

W287-0041

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Newcastle

Swan Hunter & Wigham Richardson Ltd

S. S. No. 796

Midship Section

"Fangturm"

nwc 55625

LLOYD'S REGISTER OF SHIPPING RECEIVED 26 OCT 1907 LONDON

LLOYD'S REGISTER OF SHIPPING RECEIVED 11 NOV 1907 LONDON

LLOYD'S REGISTER OF SHIPPING RECEIVED 22 NOV 1907 LONDON

LLOYD'S REGISTER OF SHIPPING RECEIVED 2[illegible] OCT. 1908 LONDON

Fangturm

LF287-0040

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21 · 10 · 07
28 · 10 · 07
13 : 11 : 07

Nº 219
SWAN, HUNTER, & WIGHAM RICHARDSON, LTD.
SHIPYARD DEPARTMENT
Oct. 12th 07
NEPTUNE WORKS
WALKER
NEWCASTLE-ON-TYNE

Nº 796

MIDSHIP SECTION

SCALE ½ = 1 FOOT

DIMENSIONS 401' P.P. × 52'6 EXT × 31'0 MLD TO SPAR DK

TO CLASS 100 A1 AT LLOYDS SPAR DK RULE

APPROXIMATE UNDER DK TONNAGE = 4740

	POOP	FCLE
STRINGER ANG	4×4 × 8/20	4×4 × 8/20
STRINGER PLATE	38 × 8/20	38 × 8/20
BEAMS	9 × 5½ × 9/20 B.T.	9 × 5½ × 10/20 B.T.
SIDE PLATING	8/20	8/20
STEEL DK		
WOOD DK	5×3 TEAK	5×3 TEAK

POOP & FCLE BEAMS ON ALT FRAMES.

NUMERALS

½ BREADTH =	26·12
DEPTH	24·12
½ GIRTH	46·09
1ST Nº	96·33
LENGTH AS PER RULE	399
2ND Nº	38435
THREE DK Nº	41998.
EQUIPMENT Nº	48043

PROPORTIONS

DEPTH TO LENGTH	16·64 TO MAIN DK
" "	12·83 TO SPAR "
BREADTH TO LENGTH	7·62

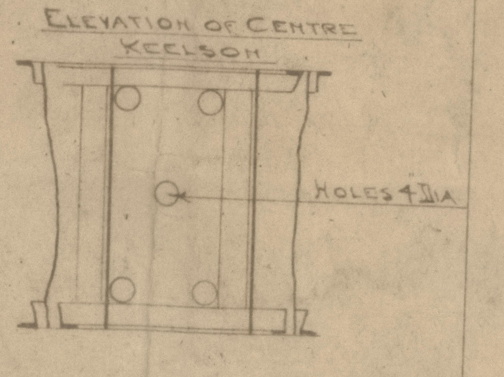
6

EQUIPMENT Nº 48043

3 BOWER ANCHORS EACH 60 ⅔ CWT STOCKLESS (COLL WT 182)
1 STREAM " 17½ CWT EX STOCK
1 KEDGE " 7½ " " "
270 FATHOMS 2 4/16 STUD CHAIN CABLE
90 " 4¾ STEEL WIRE
120 " 5" " – TOWLINE
2 AT 90 " 8" HAWSER OR (2¾ STEEL WIRE
2 AT 90 " 7" WARP " (2½ " "
owners consent.

WATERTIGHT BULKHEADS
LOWER HALF [illegible]
UPPER " " 6/20
VERTICAL STIFFS 9½ × 3½ × 11/20 B.A SPACED 30"
APART & BKT TO TANK TOP
NO HORIZONTAL STIFFS OR VERT WEBS
NO SEMI BOX BEAMS
CONN TO SHELL 6 × 6 × 12·11/20 SINGLE
" " T.T. & DKS 6 × 6 × 10/20 "

ELEVATION OF CENTRE KEELSON



C & D STRAKES OF SHELL TO HAVE THEIR THICKNESS MAINTAINED FORD TO COLLISION BULKHEAD

BOTTOM FRAMES IN TANK DOUBLE BETWEEN ⅗ L & COLLISION BULKHEAD.

ALL SHELL PLATING WITHIN RANGE OF DOUBLE BOTTOM (EXCEPT KEEL & GARBOARD, WHERE 11/20 OR ABOVE TO BE REDUCED 1/20 IN THICKNESS

B.
21. 10. 07.

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W227-0040

Newcastle on Tyne

S H & W R Co

S.S. 796 – Main Boiler

(Please see amended Plan)

"Langturm"

Nwc. 55625.

LLOYD'S REGISTER OF SHIPPING
RECEIVED
30 OCT. 1907
LONDON

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W287-0039

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Newcastle on Tyne

Swan Hunter & W Richardson

B S No 796

Answer re plan 2HH
20/12/07

S. S. "FANGTURM"

Newcastle-on-Tyne.

No. 55625

.7751

426 LS

J.T.F 4.9.08

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W287-0042 '12

TENSILE STRENGTH OF CYL SHELL, MANHOLE RING, BUTT STRAPS & GIRDERS 28¾ - 32 TONS
Dº OF ALL OTHER PLATES 26 - 29½ TONS
Dº OF LONGITUDINAL STEEL STAYS 27 - 32 TONS
WORKING PRESSURE 213 LBS PER SQ INCH (15 ATM)
TEST " 426 "
NOTE :- ALL RIVET HOLES DRILLED IN PLACE
For enclosure to
Date 15/12/07.
Lloyds Surveyors.
Please return to SWAN, HUNTER, & WIGHAM RICHARDSON, LTD., Neptune Works, WALKER.
RIVETS
TUBES OF IRON
POSITION OF MANHOLE ARRANGED LATER BY SKETCH
MANHOLE
JOINT
(NOT TO SCALE)
6 - 1¼ RAD
SIDE STAYS PLACED ZIG-ZAG
DOUBLE RIVETED JOINTS
3 STEEL STAY 6 THREADS
NETT AREA = 6·1
TO BE KEPT AS CLOSE TO MANHOLE AS POSSIBLE
CIRC JOINTS FOR ABOUT 12-6 TO BE DOUBLE RIVETED 4 PITCH
FLANGE 2¼ DEEP
OUTER BUTT STRAP 1⅛ THICK
INNER " "
CIRC JOINT
LONG JOINT
1⅛ RIVET HOLES 9⅞ PITCH
STAYS SCREWED INTO EACH END PLATE. TO BE CAULKED & GRUMMITED
CEMENT JOINT BETWEEN WASHER & PLATE
LONG STEEL STAYS 3⅜ DIA SWELLED ⅜ AT BACK END
SCREWED 6 THREADS NETT AREA = 6·65 □
IRON STAYS 9 THREADS
NETT AREA 2·03
2 - 11 OVER PLATES
OVERALL LENGTH OF TUBES = 7 - 10⅝
PLAIN TUBES 2½ OUT. DIA x 8 I.W.G. SWELLED 1/16 AT FRONT END
STAY " 2½ " x 5/16 THICK, " " " " , AND
SCREWED WITH CONTINUOUS THREAD 11 PER INCH
NETT AREA = 1·7
7 - 7½ BETWEEN TUBE PLATES
SUSPENSION FURNACE ⅝ THICK
13 - 11 DIA
11 - 1½ WIDTH OF PLATE
11 - 7½ LONG
FLAME SIDE
FURNACE SADDLE
BACK TUBE PLATE
SWAN, HUNTER & WIGHAM RICHARDSON LTD.
NEPTUNE WORKS
WALKER,
NEWCASTLE-ON-TYNE
DATE 16/12/07
BACK STAYS MARKED THUS 1⅝ DIA NETT AREA 2·36
BACK STAYS (REMAINDER) 1¾ DIA NETT AREA 2·03
ALL OF IRON & SCREWED 9 THREADS PER INCH
2 IRON STAYS NETT AREA 2·71
6 - ⅞ RIVETS
Amended drawing
3 OFF
MAIN BOILERS Nº 796
SCALE 1 INCH = 1 FOOT
WH87-0042
Lloyd's Register Foundation

TENSILE STRENGTH OF CYL SHELL MANHOLE RING, BUTT STRAPS & GIRDERS 28¾ - 32 TONS
Do OF ALL OTHER PLATES 26 - 29½ TONS
Do OF LONGITUDINAL STEEL STAYS 27 - 32 TONS
WORKING PRESSURE 213 LBS PER SQ INCH (15 ATM)
TEST " 426 "
NOTE :- ALL RIVET HOLES DRILLED IN PLACE
ALL PLATES OF STEEL
" RIVETS "
" TUBES OF IRON
POSITION OF MANHOLE ARRANGED LATER BY SKETCH
MANHOLE
OUTER BUTT STRAP 1⅜ THICK
INNER " " 1⅛ "
CIRCL JOINT
1⅛ RIVET HOLES 5 PITCH
LONGL JOINT
1 7/16 RIVET HOLES 9⅞ PITCH
STAYS SCREWED INTO EACH END PLATE, TO BE CAULKED & GRUMMITED
CEMENT JOINT BETWEEN WASHER & PLATE
LONGL STEEL STAYS 3⅛ DIA SWELLED ⅜ AT BACK END
SCREWED 6 THREADS NETT AREA = 6·65 □"
1¾ IRON STAYS 9 THREADS
NETT AREA 2·03
OVERALL LENGTH OF TUBES = 7 - 10⅝
PLAIN TUBES 2½ OUT. DIA x 8 I.W.G. SWELLED 1/16 AT FRONT END
STAY " 2½ " x 5/16 THICK, " 4 " " " , AND
SCREWED WITH CONTINUOUS THREAD 11 PER INCH
NETT AREA = 1·7□"
7 - 7½ BETWEEN TUBE PLATES
SUSPENSION FURNACE ⅝ THICK
13 - 11 DIA
11 - 1½ WIDTH OF PLATE
11 - 7½ LONG
FLAME BOX SIDE
FURNACE SADDLE
BACK TUBE PLATE
JOINT
6 - 1¼ RAD
SIDE STAYS PLACED ZIG-ZAG
DOUBLE RIVETED JOINTS
3 STEEL STAY 6 THREADS
NETT AREA = 6·1
TO BE KEPT AS CLOSE TO MANHOLE AS POSSIBLE
15 x 11 MANHOLE
FLANGE 2¾ DEEP
CIRCL JOINTS FOR ABOUT 12 - 6 TO BE DOUBLE RIVETED 4 PITCH
2 IRON STAYS NETT AREA 2·71
BACK STAYS MARKED THUS 1⅞ DIA NETT AREA 2·36
BACK STAYS (REMAINDER) 1¾ DIA NETT AREA 2·03
ALL OF IRON & SCREWED 9 THREADS PER INCH
6 - ⅞ RIVETS
NEPTUNE WORKS
WALKER
NEWCASTLE-ON-TYNE
4012
Date 26/12/97
Amended drawing
3 OFF
MAIN BOILERS No 796
SCALE 1 INCH = 1 FOOT

Newcastle on Tyne

S.H. & W.R. Ld.

S/S 796

Donkey boiler - {Dup.te S.S. Lowenburg / Rept 53291}

S.S. "FANGTURM"

Newcastle-on-Tyne

No. 55625

7752

240 lbs

J.T.F. 4.9.08

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W287-0043

TENSILE STRENGTH OF SHELL PLATES, BUTT STRAPS & MANHOLE RING 28¾ - 32 TONS
" OF OTHER PLATES 26 - 30 TONS
" OF LONGITUDINAL STEEL STAYS 27 - 32 TONS
WORKING PRESSURE 120 LBS PER SQ. INCH
TEST D° 240 D° D°
ALL PLATES OF STEEL
" RIVETS " "
" TUBES OF IRON
POSITION OF MANHOLE FIXED LATER BY SKETCH
MANHOLE 16 x 12
INNER STRAP THICK
OUTER " "
CIRC^L JOINT
RIVET HOLES 3 PITCH
LONG^L JOINT
RIVET HOLE 3½ PITCH
NOTE:- ALL RIVET HOLES DRILLED IN PLACE
9' - 9" WIDTH OF PLATE
CLEARANCE SPACES FILLED IN WITH STEEL LINERS WELL STEMMED IN
CEMENT JOINT BETWEEN WASHER & PLATE
STEEL STAYS 2¾ DIA 6 THREADS
NETT AREA = 5·05
IRON STAY 1½ DIA.
9 THREADS NETT AREA 1·45
OVER PLATES
LENGTH OF TUBE OVERALL 7' 2⅞
PLAIN TUBES 3¼ OUT. DIA. x 9 I.W.G. SWELLED 1/16 AT FRONT END
STAY " 3¼ " " x 5/16 THICK, " ¼ "
SCREWED WITH CONTINUOUS THREAD 11 PER INCH
NETT AREA 2·3
7' - 0" BETWEEN TUBE PLATES
12' 1½ OUT. DIA^R OF BOILER
IRON SIDE STAYS 1½ DIA 9 THREADS NETT AREA 1·45
RIVETS 3 PITCH
50 TUBES
45 TUBES
RIVETS 2¼ PITCH
2¾ STEEL STAY 6 THREADS NETT AREA = 4·11
MANHOLE 15 x 11
FLANGE 2½ DEEP
6' 11½
3' 1½ INSIDE DIA.
3' 2⅝ OUT. DIA^R AT MOUTH
10' 1⅛ CIRCUM.
FURNACE BUTT STRAPS 4½ x ½
¾ RIVETS 2½ PITCH
9 - 5
10 - 3 LONG
F.B. SIDE
SECTION AT AA
FURNACE SADDLE
BACK TUBE PLATE
BACK STAYS MARKED THUS 1⅝ DIA NETT AREA 1·73
REMAINDER D° 1½ DIA^R 1·45
ALL OF IRON 9 THREADS PER INCH
STAY NETT AREA 2·031
1 OFF
DONKEY BOILER N° 778
796
SCALE 1 INCH = 1 FOOT
4014
13/11/07
27.10.08
W287-0043
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